

## **116<sup>th</sup> Ave NE from NE 12<sup>th</sup> St to Northup Way Rechannelization**

### **Public Comment (Written on Forms)– Open House December 11, 2014**

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“We believe the congestion of vehicles will only increase with the new BR-MO zone. Add to that the emergency vehicles from the three hospitals and you will have many potential conflicts with bikes. Therefore, promoting other commuting corridors (112th, 120th, rail line) will be safer for everyone.”

*–Michael Derr*

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“I am not in favor of this proposal. Seems to me the perfect place for a bike path is where the abandoned rail line is. This area is heavily trafficked, particularly at start and end of day care hours. There are three streets exiting to 116th between Northup and Bel-Red Road, waiting for bikes will make it even more difficult to enter 116th from these side streets. I would think 112th would be better as the traffic there is slower and it has lower density use.”

*--Sam Ciapanna*

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“Yes, bike lanes!”

*–Andrew Pardue*

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“This is a great project. I use this route on bike regularly, and this will reassure me greatly. Currently, I’m not infrequently buzzed by cars, and I feel especially in danger after dark. These bike lanes will be a huge improvement. My only complaint is that this doesn’t go for long enough, at least for the long term. Some physical separation from cars – ideally, as much as the 520 trail and the 12th Street bridge, since this will connect them – should be the long-term goal. Even in this short term, cyclists should not be dropped into traffic right in front of the intersection with 12th. There should be a ramp to let cyclists continue onto the excellent 12th St bridge sidepath.”

*--William Condon*

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"My feeling is mixed. A safer bike lane is needed for the transition to 520. Several cyclists expressed concerns about the transition to/from NE 12th and thought there was a better alternative to the transition using the light rail corridor that would be more efficient and safe. Many property owners object due to higher future use of their properties under current zoning. There are also concerns that emergency vehicles driving through the reduced northbound lane might hit a cyclist or have restricted access. My concern is that the merge lanes are too short and risk traffic congestion and cyclist safety. Extending the north merge distance to 700-800 feet would alleviate my safety concerns. I object to the proposal in its current form."

*--Mark O'Shea*

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"Please provide better markings at each end (Northup & 12th) so there is no ambiguity for cyclists to know where to ride and drivers know where to expect cyclists. I would prefer the bike lanes to extend further through to the intersection as much as possible."

*-- Matthew Miller*

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"Really horrible idea!! Your safety investigation will need to include bicycle/car accidents – they will happen – particularly northbound. I own two properties on east side of 116th and this will be a disaster:

1. Unsafe bike lane location
2. Increased congestion for ingress and egress from commercial properties
3. Bike lanes dump into regularly lanes at 12th. Unacceptable."

*--Dave Bocek*

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"I'm a frequent bike commuter connecting between 520 trail and downtown Bellevue. The portion between 520 trail on Northup and 12th Street is the most frightening portion of my commute. Specifically, the 520 underpass on 116th is dark with extremely poor visibility. In addition, I want to make sure the new bike trails are extended all the way to the intersections at both sides of the 116th corridor to minimize confusion for bicyclists and drivers."

*--Sylvia Williamson*

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"The bike lanes absolutely must continue right up to the intersections on both ends. The transition zones where the bike lanes disappear are where you will have collisions and it will make a large

percentage of the potential bike riders decide to drive instead. This is the only connection between 520 trail and downtown. If you leave 2 large gaps like the design currently has, you will not encourage new ridership. I strongly recommend:

- The northbound curb lane south of 12th St should be a right turn drop lane since about 50% of the traffic turns right anyway
- Southbound bike lane should be striped right up to the 12th St MUT over bridge
- Northbound bike lane should start right at 12th. The mixing zone where you have two lanes of traffic merging together along with bikes, this will result in collisions, both car vs. car and car vs. bike collisions
- On the north end, the right turn lane should be a much shorter lane (~100') and the transition for bikes heading north and turning left onto Northup should be much shorter, a dashed bike lane and it should be painted green. Bike lanes that disappear will both make people who would bike decide to drive and it will result in collisions.
- The northbound bike lane for bikes turning right onto Northup, there should be an advisory bike lane (dashed within the 11' car lane) right up to the intersection
- This is a critical connection and we want to encourage more bicycling. If the bike lanes disappear anywhere, it will discourage bicycling."

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*--Glen Buhlmann (Bridle Trails resident, Microsoft employee, both Overlake and Bellevue collisions)*

1. "THANK YOU for this important work to provide a necessary link in Bellevue's north/south multi-modal network! I know there is resistance, and I applaud your willingness to pursue improvement.
2. I have grave concern that the 30%-proposal bike lanes stop far short of the 12th St intersection. Any gap in protection will discourage a host of potential riders. I understand that this project does not have scope nor funding to fundamentally change the road structure (as in creating truly protected lanes), but please do provide coverage all the way to the intersections."

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*--Chris Kagen (Kirkland resident, regular bike commuter)*

"As a land owner on the west side of 116th we support the concept but question the timing. With Sound Transit construction anticipated over the next seven years any capacity reductions are a concern. Long-term, we would support utilizing the rail corridor for pedestrian & bike access instead of 116th. Encouraging greater bike access on 116th has a high probability of increasing more vehicle/bike collisions on the east side due to poor site lines exiting properties."

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*--Tom Gilchrist (property owner)*

[see scan]

--Guy Le Monnier de Gouville

